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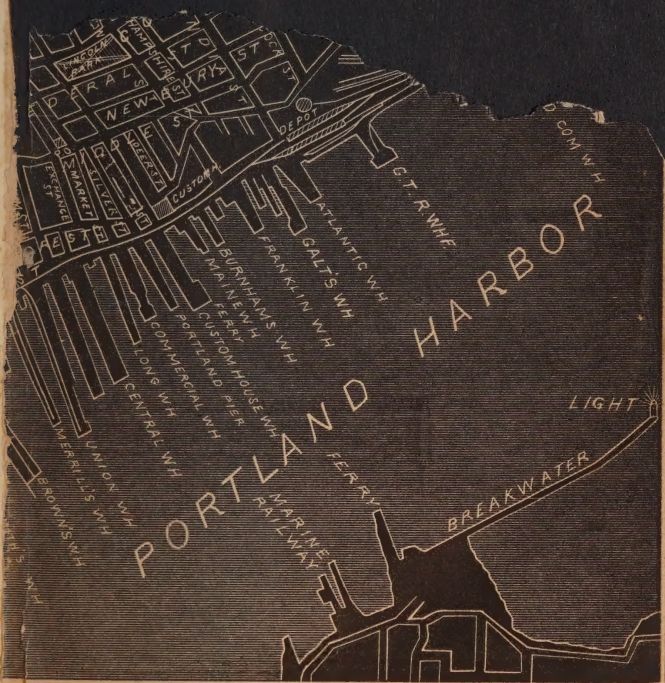
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Loring, Short & Harmon
ILLUSTRATED
GUIDE BOOK
FOR
PORTLAND
and Vicinity.



PORTLAND,
Loring, Short & Harmon
1873.
PRICE 50 CENTS.



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MARKET SQUARE.

LORING, SHORT & HARMON'S

ILLUSTRATED

GUIDE BOOK

FOR

PORTLAND

AND VICINITY.

By 'Our Young Woman about Town.'

WITH A SUMMARY

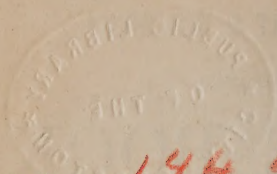
HISTORY OF PORTLAND,

BY THE LATE HON. WM. WILLIS.



PORTLAND:
LORING, SHORT & HARMON,
UNDER FALMOUTH HOTEL.

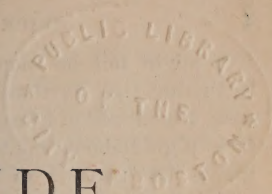
H. A. P.



C 144.412
Aug. 8. 73

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GUIDE.

MANIFOLD are the tastes and dispositions of those who will turn these leaves. Some there are who will skim the pages merely for relaxation or amusement, and who will look for something pungent and spicy. Others will search for statistics—the figures supposed to represent the population past and present; the number of public buildings, their dimensions and their cost; and will even read with pleasure the table of distances. Still others, of an inquisitive disposition, will be anxious to know the early history of Portland, that they may trace for themselves the progress of the city, the gradual changes in men and manners, the influence of situation, and the growth of innovation and improvement.

For the first class we foresee disappointment, since this book is to be, like a history of old, ‘exceeding solemn, serious, and pathetic,’ and is by no means a work of fiction. The second class we will endeavor to entertain with a reasonable amount of figures, while the third class may easily be satisfied by reading the appended History of Portland.

It might not be inappropriate to remark, at this point, that Portland, 'after the great fire,' rose, Phoenix-like, from its ashes; but as this is to be a guide-book, containing not general statements but matters of fact and matters of accommodation, we forbear. It is presumed that any traveler who has remained long enough in Portland to purchase a guide-book, has heard that Portland was originally called Falmouth, and that, in 1866, its dross was consumed and its gold refined by fire. The pet argument of Portland is this:

1. Any city having a fine harbor and an extensive railroad connection, must become a large city.

2. Portland has a fine harbor and an extensive railroad connection; therefore,

3. Portland must become a large city.

A conclusion perfectly agreeable to the rules of logic, but whether equally reconcilable to the facts of the case, the next few years must show.

In the mean time, Portland sits enthroned upon her hills and looks out day and night upon the water, blue and smiling, or black and frowning; upon the forts that guard the entrance to the harbor; upon the little boats tossing up and down; upon the ships that come and go; and, through the darkness, upon the harbor lights, 'big and yaller and dancing, yaller and dancing and far.'

! This, you will understand, is Portland's sentimental stand-point.

Geographically speaking, the city is situated upon a peninsula which juts out into Casco Bay, the harbor being on the south-eastern side, and Back Cove—an inlet—on the north-western side of the city. This peninsula is about three miles in length, and its average width is three-quarters of a mile. From the centre of the city the land rises to Munjoy Hill on the east, and to Bramhall's Hill on the west. The highest point above the level of the sea is on Bramhall's Hill—175.5 feet, the highest point on Munjoy being 161 feet.

PROMENADES.

Following the course of Bramhall's Hill is a promenade graded to afford a pleasant drive-way, and having a border of young trees which are expected to arrive, sooner or later, at the dignity of shade trees. The drive-way is so excellent as to induce fast driving, and unless one possesses remarkable powers of concentration, his attention is likely to be divided between the twilight and the fine horses which are sure to appear with the twilight. Whichever he likes best he can have, however. The horses are good, and the sunset is glorious. Far away upon the right stretches a range of hills, sometimes sharp and clear, sometimes seeming only a line of blue mist. Between us and the mountains are green fields, dotted with villages, intersected by roads, and connected with us by railroads, two of which,

the Maine Central and Ogdensburg, wind at our very feet. Upon a clear day Mt. Washington is distinctly seen, as well as Old Orchard Beach, lying fifteen miles away.

On the left, lie similar fields; the inlets of the bay, like the ghost of the sea; the little Welsh settlement, neat and prim; the traditional church spire of every well-regulated New England landscape; the bridge connecting the Rolling Mills and Kerosene Works with the city; and a combination of forest, water, hills, and villages, through which the green fields creep to the sea. Seen at full tide, and under sunset light the landscape is exquisite.

Around the brow of Munjoy Hill sweeps the Eastern Promenade, from which the view is bolder than from Bramhall's Hill, comprising the bay with its 365 islands, the ocean, and the shores of Cape Elizabeth on one side, and the headlands of Falmouth and Cumberland on the other.

THE OBSERVATORY.

This tower is situated on Congress street, and nearly upon the summit of Munjoy Hill. Climbing up tedious steps and stopping out of breath, and, possibly, out of temper, at their top—222 feet above tide-water—you look out upon the blue ocean flashing into green in the sunlight, its white caps telling of winds and waves out at sea; upon the hundreds of islands studding the far-reaching waters of Casco Bay; upon the

Cape shores, whose rocks cast off the waves angrily; upon the inner harbor and its shipping; upon the State Reform School on the south-west, and the Marine Hospital on the north-west; upon Deering's Bridge and Deering's Oaks; upon the town of Deering, and the villages of Stroudwater and Falmouth Foreside, and, further away, the spires of Gorham. Still beyond, in this direction, are hills, valleys, and the blue surface of near mountains gradually receding higher and further, terminating at last, eighty miles away, in the snowy height of Mt. Washington. And if you are fortunate enough to stand here in the autumn, when the leaves are changing their colors, and are glowing as they can do only in New England, then will you remember that 'Whittier' has sung the praises of Casco Bay and its surroundings:

'Nowhere fairer, sweeter, rarer,
Does the golden-locked fruit bearer
Through his painted woodlands, stray,
Than where hillside oaks and beeches
Overlook the long, blue reaches,
Silver coves and pebbled beaches,
And green isles of Casco Bay;
Nowhere day, for delay,
With a tenderer look beseeches,
"Let me with my charmed earth stay."

"On the grain-lands of the main-lands
Stands the serried corn like train-bands,
Plume and pennon rustling gay;
Out at sea the islands wooded,

Silver birches, golden hooded,
Set with maples, crimson-blooded,
 White sea-foam and sand-hills gray,
 Stretch away, far away,
Dim and dreamy, over-brooded
 By the hazy autumn day.'

PRIVATE RESIDENCES.

The most noteworthy house in the city is, perhaps, the birthplace of the poet Longfellow,—No. 283 Congress street. Among the finest private residences are those of Hon. J. B. Brown, on Bramhall's Hill; R. S. Morse, H. P. Storer, and T. C. Hersey, on Danforth street; Geo. W. Woodman, P. H. Brown, and J. M. Brown, on Vaughan street; Ex-Governor Washburn, on Spring street; H. N. Jose, and John Muzzey, on High street; Wm. H. Anderson, on Deering street; Bishop Bacon, and A. W. H. Clapp, on Congress street. On Free street is the house formerly owned and occupied by Hon. Wm. Willis, who is known as the historian of Portland.

Portland prides herself, also, upon certain fine streets, whose beauty is not wholly that of architecture, but whose wide-spreading elm trees, often forming an archway of branches over the street, make good Portland's claim to the title of the 'Forest City.' State street, 120 feet wide, and having upon either side a double row of elms, is dear to the heart of every Portland boy or girl. Upon this street are specially noticeable the residences of Cyrus S. Clark, Judge Shepley, and the late Wm. Pitt Fessenden.

LINCOLN PARK,

on Congress street, is not remarkable for its extent, nor for ornamentation, but its handsome fountain is the source of great delight to small boys, and of water to thirsty babies.

One of the finest views in the region and of the region is that seen from Upper Congress street, at the foot of Carleton street. This includes a sweeping view of Back Cove, Deering, Deering's Oaks, and the White Hills.

True, that 'great fire' made sad inroads upon the trees in some portions of the city, but there are still left the beautiful elms, and the pleasant dwellings of Free street, Park street, High street, Danforth street, and Cumberland street, while Deering street, when its trees, now young and inexperienced, shall have grown old, and shall have learned to reach upward and outward, will rival them all.

PORTLAND WATER WORKS.

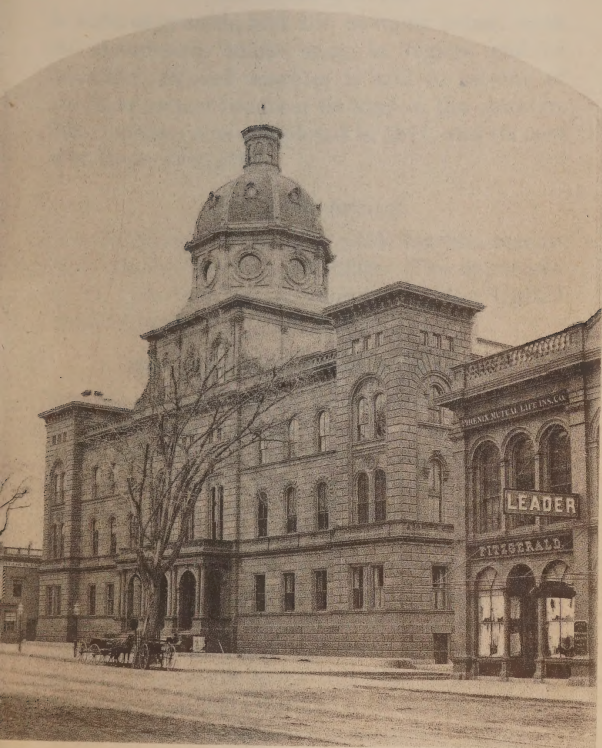
This Company was organized in 1867, for the purpose of supplying Portland with water from Lake Sebago, seventeen miles away. A large reservoir is situated on Bramhall's Hill, and has a capacity of twelve million gallons.

PUBLIC BUILDINGS.

Portland claims much in the way of architecture and elegance of adornment, though especially priding herself upon her natural charms. The prominent public buildings are the Custom House, on Fore and Commercial streets; the City Government Building, on Congress street, at the head of Exchange street; the Post-office, on the corner of Middle and Exchange streets; the Jail, on Anderson street; Music Hall, corner of Preble and Congress streets; Fluent Hall, corner of Congress and Exchange streets; North Grammar School, on Congress street; High School on Cumberland street; and the Maine General Hospital, near the Western Promenade.

THE CITY GOVERNMENT BUILDING

was partially destroyed by the fire of 1866, but was immediately rebuilt in a most substantial manner. The front of the building is of Nova Scotia freestone, greenish drab in color. Besides rooms for the use of the State Courts, the County Offices, the various branches of the City Government, the Natural History Rooms, and the Public Library, the building contains a large and very handsome Hall, seating 2500 people, and admirably adapted to public speaking, concerts, &c. Of her City Hall, Portland is proud. The cost of the building was about \$648,000



Rockwood, Photo. Eng.

CITY HALL.

THE CUSTOM-HOUSE

is built of granite, and the customs room, with its chandeliers whose name is legion, and its beautiful, colored marbles, is said to be one of the handsomest rooms of its kind in the country. The building was completed in 1871, and its cost was about \$485,000.

THE POST-OFFICE

is a handsome building, of white marble, recently erected at a cost of \$500,000. The upper story of this building is occupied by the United States Courts.

THE MAINE GENERAL HOSPITAL

was incorporated by the Legislature of 1868. In 1870 the Legislature gave to the hospital the lot on Bramhall's Hill—the site of the State Arsenal—and \$20,000 in money. The city gave to the hospital a lot of land, thereby increasing the hospital grounds to more than seven acres, and securing for the building a location which, for sunlight, fresh air, and lovely scenery, is almost unequaled. \$50,000 additional were soon raised by subscription, and work was commenced. In 1871 the corner stone was laid, and building went on vigorously until lack of money and material caused a temporary suspension. The necessary funds having, however, been recently secured, it is hoped that the general plan of the building will be carried on almost immediately. The hospital is of faced brick, with trimmings of

Nova Scotia freestone of two colors, and is so constructed as to be, for the most part, fire-proof.

HOTELS.

The largest hotel in the city or State is the Falmouth, which, after the fire of 1866, was built and opened to the public by Hon. J. B. Brown. It is built of Nova Scotia freestone, has all modern improvements, and may well claim to be 'first class' in all its appointments, being, to Portland, what the Tremont or the Revere House is to Boston, or the Fifth Avenue Hotel to New York.

Next to the Falmouth, the most important hotels in the city are the St. Julian,—upon the European plan,—the Preble House, and the United States Hotel—both in Market Square, and both lately repaired and refitted; the Adams House, on Temple street, and the Commercial House, corner of Fore and Cross streets.

The Preble House was formerly the residence of Commodore Preble, and is one of the oldest houses in the city. It was changed to a hotel in 1859.

PORTLAND HORSE RAILROAD.

Chartered in 1862. The company now run cars through Spring, High, Congress, Middle, and India streets, a distance of nearly two miles, to the Grand Trunk Depot. Also, from Grove street, through Congress, to Atlantic street, on

Munjoy Hill, nearly two miles. Also, from the head of Preble street through Preble, Portland, and Green streets, and across Deering's Bridge; and through Deering and Woodford's Corner, passing Evergreen Cemetery to Morrill's Corner, three and a quarter miles. Cars run every twelve minutes on the Spring, Middle, and India street route; every fifteen minutes on the Congress street route; and, in summer, every twenty minutes on the Deering route.

CASCO BAY.

For beautiful and varied scenery, few sheets of water compare with Casco Bay, an arm of which forms the harbor of Portland. The bay extends from Cape Elizabeth on the west, to Cape Small Point on the east, a distance of about twenty miles. There are, in the bay, at least three hundred islands, besides many bold and picturesque headlands and peninsulas.

Portland has its own little traditions, and its associations, historical or fanciful, clustering about these islands, but we confess that the names are slightly questionable. Who christened Pumpkin Knob,—pronounced, by the rising generation, 'Punkkin Nub,'—Clapboard

Island, Cow Island, Crow 'Nub,' Big Hog, and Little Hog Islands, we couldn't presume to say.

There are those who write fancifully of the charms of Casco Bay, and of 'drifting over its summer waves with an ever-varying series of enchanting views.' And there are those who soar even beyond this, declaring that 'above the bold promontories, high in the blue empyrean, perchance sails the bald eagle.'

Our duty as a faithful guide, forbids us to vouch for the bald eagle in the blue empyrean, or to advise the traveler to go drifting over summer waves. But we would respectfully suggest a row-boat; or, if you don't care particularly about keeping your balance, a sail-boat; or, if you are ambitious and would try 'deep sea water,' a yacht. Any and all of these are available and agreeable—only don't drift. To have a reliable rudder, and to guide your craft over summer waves into some quiet cove, with grassy slopes, where you may enjoy a chowder, is pleasanter than to drift upon rocky points or craggy ledges.

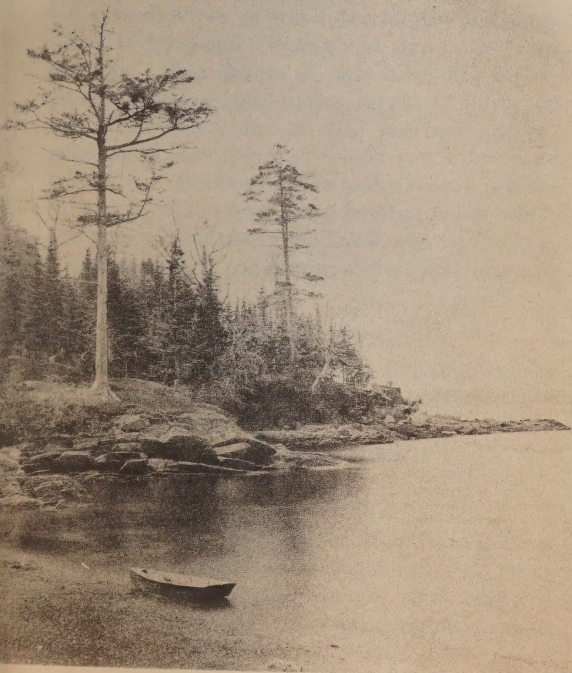
If you care to fish, the water is peopled with 'cunners,' and with 'noble' (why?) 'haddock,' and to be caught is the chief end of their lives.

FORT SCAMMEL

is situated on House Island.

.FORT GORGES

is situated on Little Hog Ledge, and is built of



Rockwood, Photo. Eng

PLEASANT COVE.

granite, and upon the same plan as Fort Sumter.

GREAT HOG ISLAND

has several coves, of which the largest and most noted is Diamond Cove, about five miles from the city. The shores of this inlet are rocky, rising on either hand to the height of thirty or forty feet, and crowned with beeches, maples, oaks, and pines, some of which reach far over the water. Between these rocky shores is a little beach, which serves as a landing-place, while the grassy level above the bank, affords the best accommodations for picnic parties and mosquitoes.

PLEASANT COVE,

also a cove of Hog Island, has a fine sand-beach, high rocks on either hand, and, between the rocks, a semi-circle of velvety grass, shaded by over-hanging beeches and maples.

INDIAN COVE,

at the northern extremity of Hog Island, has a steep beach; and the ridge which forms its western side is shaded by a group of oaks, from under which one may 'take observations' upon every side.

PEAK'S ISLAND

is much resorted to by picnic parties from the city and from surrounding towns. There are

several very good boarding-houses here, and excellent opportunities for sea-bathing. Fine views of the city, the ocean, ship channel, forts, and the watering places, light-houses, and residences along the shores of Cape Elizabeth, may be obtained from this island.

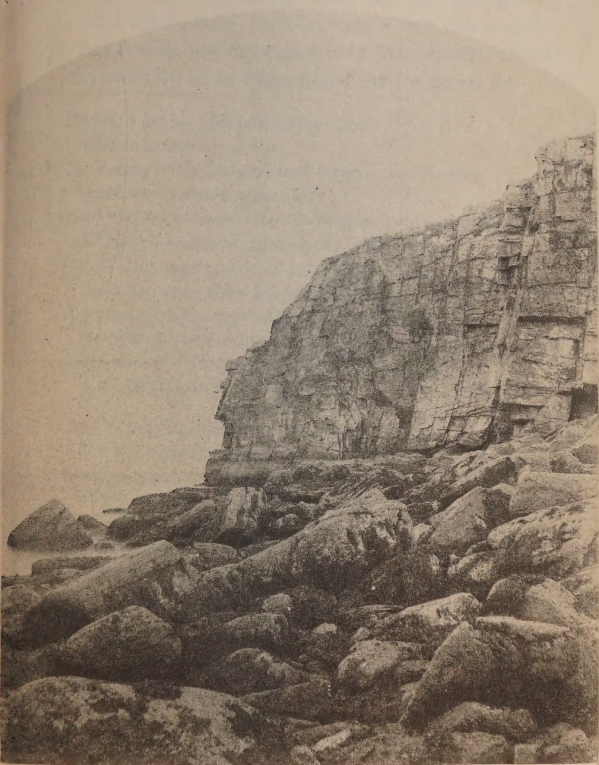
Evergreen Landing is a favorite resort of picnic and 'camping' parties. Two steamers make several trips each to Peak's Island daily.

CUSHING'S ISLAND.

This is one of the largest islands in Portland harbor, and is situated very near its mouth. It contains about two hundred and fifty acres, much of which is well cultivated. On this island is the Ottawa House, a first-class establishment, which is well patronized during the summer. From the cupola of this hotel is obtained a magnificent view of the harbor, and of the open ocean. On either side of the island are fine beaches for bathing, and every variety of fishing may be had, from that on the rocks to deep-sea fishing, ten miles out from the shore. Cushing's Island is but four miles from the city, and is connected with it by steamers running frequently.

WHITE HEAD.

At the northern extremity of this island lies White Head, a perpendicular bluff of rock, at least one hundred and fifty feet high. From its summit is said to be one of the finest ocean views anywhere to be found. It is a landmark to all



Rockwood, Photo. Eng.

WHITE HEAD.

voyagers from Portland, and many are the hearts that have grown heavy with the last glimpse of its still white face looking out over the waters, or light with the first gleam of its shining rocks.

So sweetly does Florence Percy sing of it:

‘Beyond it the laden ships go out,
Out into the open sea,
To battle with danger, and storm, and doubt,
And the ocean’s treachery;
And the homeward vessels which long have sped
Through tempest, and spray, and foam,
Catch first a glimmer of old White Head,
And are sure they are almost home;
And many a homesick tear is shed
By wanderers miles away,
As memory whispers of old White Head,
And the islands of Casco Bay.

‘Ah, rarest mosses that ever were seen,
Grow brightly on old White Head;
Orange, and russet, and emerald green
Wide over the rocks are spread;
And when the sweet June sunlight shines,
The gossiping zephyr tells
Where ruby and golden columbines
Are swinging their myriad bells.
Ah, thus, as I lie on my tiresome bed,
I cheat the dreary day
By summer pictures of old White Head,
And the billows of Casco Bay.’

PLEASURE RESORTS.

Cape Elizabeth may, perhaps, claim the chief objects of attraction, since from nearly all its points of interest one may obtain views of the ocean as well as of the land. The drive along the 'shore road' includes nearly everything of special interest.

FORT PREBLE,

just at the mouth of the harbor, is interesting rather for the neatness with which it is kept and the fine views which it commands, than from the extent of its fortifications.

CAPE COTTAGE

is but three and a half miles from town, and is delightfully situated. Its windows command a view of the chief entrance to Portland Harbor, the open ocean, and the outer islands of Casco Bay, while every vessel which enters or leaves the port passes in full sight. It is a gothic 'cottage' built of stone.

PORTLAND LIGHT,

which looks out over the ocean from a tall bluff of the Cape, three and a half miles out of the city, affords views equally as varied and beautiful as those from Cape Cottage.



Rockwood, Photo. Eng.

PORTLAND LIGHT.

THE OCEAN HOUSE

is situated five miles further on, upon the same road, and near the extremity of the Cape. Here one may enjoy all the benefits of the sea air, and, at the same time, secure a charming view varying from beaches and quiet fields to headlands, cliffs, and heavy waves.

THE TWO LIGHTS.

Only a half mile beyond the Ocean House, and directly upon the 'pitch' of the Cape are the Two Lights. This locality is a favorite resort for picnic parties, and presents a water view which leaves nothing to be desired by the most devoted lover of the sea. Sentimental young ladies apply all kinds of adjectives to the romantic place; Young America pronounces it 'jolly,' and 'prime,' while tired men and women come here to rest. Often, after a severe storm, parties drive out to the Two Lights for the express purpose of finding the ocean in a fury—'beating 'gainst its prison bars.'

THE ATLANTIC HOUSE.

This hotel is situated about ten miles from Portland. For the romantic are white sand beaches, more or less of green fields, ledges, and waves. To the practical it is recommended as the place specially intended by nature for a 'clam-fry, and for sea-bathing.

THE KIRKWOOD HOUSE

is very near the Atlantic House, and is built almost upon the beach. Its situation is hardly equalled by any other hotel, unless, perhaps, by Cape Cottage. The front of the house faces the sea, while its broad, cool piazzas and halls tempt the visitor of a day to become the 'dweller for a season.' Here, too, is sea-bathing in its perfection.

PROUT'S NECK,

a promontory reaching far into the ocean, is much visited by picnic parties. There are two hotels, one accommodating about seventy-five, the other about fifty, boarders.

OLD ORCHARD BEACH

is situated about fifteen miles from Portland, three miles from Saco, and is reached by the Boston and Maine Railroad. The beach is nine miles long, hard, smooth, and so wide that at low tide a dozen carriages may drive abreast. It increases in popularity each year on account of its pleasant drives, fine surf-bathing, and convenience of access.

Fern Park, a short distance from the Old Orchard House, and comprising about forty acres, is a prominent feature of the locality. It was founded—and, indeed, made—by an English gentleman who visited at the beach for many summers. A handsome gateway has been erect-

ed, paths have been cut in every direction through the grove, and upon the trees are the names of the paths, ranging from Laurel Hill to Flirtation Avenue. Arbors and rustic seats have also been placed at different points, and there are, moreover, an Oratory and a 'Parson's Lodge,'—a fitting sequence to Flirtation Avenue. Besides these names upon the trees, there are little placards, all prepared by this gentleman, and bearing a sentiment suited to the name of the particular locality. Fern Park is surely well worth a visit.

The oldest hotel—the Old Orchard House—has grown from a small farm house to a large hotel capable of accommodating five hundred guests. The Ocean House is large and modern, having been completed in 1871.

Other hotels are the St. Cloud, Russell House, Adams House, Pine Cottage, and Moulton House.

DRIVES.

Few cities afford pleasanter drives than Portland, and first among them we must rank the drive which includes Falmouth Foreside and the Marine Hospital.

THE MARINE HOSPITAL

is a large brick building, situated on Martin's Point, two miles from the city. Its windows command a view second only to that gained

from the Observatory, and the Hospital is a building that cannot fail to attract attention, on account of its situation as well as its proportions.

Just beyond this hospital is Martin's Point Bridge, handsome and finely built, and from the middle of the bridge is a beautiful view of Casco Bay. The road then follows the coast for several miles, keeping always in view the bay and its islands. Hence the name—'Foreside' of Falmouth.

REFORM SCHOOL.

This building, also of brick, is almost equally prominent with the Marine Hospital. It is two and a half miles from the city, and the drive through Stroudwater to the Reform School, returning over Vaughan's Bridge, is particularly delightful.

SACCARAPPA, CUMBERLAND MILLS, AND PRIDE'S BRIDGE.

This drive affords a visit to the villages of Saccarappa, and Cumberland Mills, and to the Paper Mills of S. D. Warren & Co. The paper manufactured here is of the best quality, and the mills are among the largest and finest in the country.

Pride's Bridge, over the Presumpscot River, is one of the most attractive places in the vicinity of Portland. The quiet water, overhanging trees, and the shores with their feathery ferns, form a picture to which nothing is wanting.

BLACKSTRAP.

Why called Blackstrap, is a conundrum long ago given up. There is a high hill and upon the hill is a structure sometimes called a monument ; but as it isn't known to be a monument to anybody or anything in particular, it is more generally called a tower. From the tower, is another fine view of the city and harbor.

BACK COVE.

This drive is short but exceedingly pleasant, and gives an agreeable variety of scenery. From a point nearly opposite the city is a view, which, seen at high tide is delightful.

CHURCHES.

There is an unusually large number of handsome churches in Portland, many of them having been rebuilt or repaired since the fire. The churches of the city are as follows:

CONGREGATIONAL.

State Street, 77 state ; High Street, 45 High ; Second Parish, 211 Congress ; Plymouth, 408 Congress ; St. Lawrence Street, 31 St. Lawrence ; Williston, corner of Danforth & May ;

Bethel, 97 Fore ; West Congregational, 615 Congress.

EPISCOPAL.

Rt. Rev. Henry A. Neeley, Bishop. St. Luke's Cathedral, 67 state ; St. Stephen's, 423 Congress ; St. Paul's, 165 Congress.

METHODIST.

Chestnut Street, 9 Chestnut ; Congress Street, 116 Congress ; Pine Street, 3 Pine ; Mount Zion, Mountfort street.

CATHOLIC.

Rt. Rev. David W. Bacon, Bishop. Immaculate Conception, Cumberland street ; St. Dominic's, 36 State street.

BAPTIST.

First Baptist, 203 Congress street ; Free Street Baptist, 86 Free.

UNITARIAN.

First Parish, 245 Congress street ; Park Street, 71 Pleasant street ; Ministry at Large, 195 Cumberland street.

UNIVERSALIST.

First Universalist, Congress square ; Second Universalist, corner of Congress and India.

SWEDENBORGIAN.

New Jerusalem, 69 High street.

SPIRITUALIST, ETC.

Portland Spiritual Association, 351½ Congress street; Spiritual Fraternity, 301½ Congress.

Second Advent, 355 Congress street; Advent Christian, 87 Free street.

CEMETERIES.

EVERGREEN CEMETERY

contains about one hundred acres of land situated in Deering. The grounds have been quite extensively improved and ornamented, and there are many handsome monuments, making the place very attractive as a drive. It is connected with the city by horse cars.

THE EASTERN CEMETERY,

corner of Congress and Mountfort streets, is the oldest cemetery of Portland. Here is buried Commodore Edward Preble, a distinguished commander in the American navy. Here, too, lie, side by side, the British captain Blythe, and the American captain Burroughs,—both killed in the engagement which took place off the harbor, between the British brig Boxer and the American brig Enterprise.

THE WESTERN CEMETERY,
on Bramhall's Hill, is very old, and is the burial-place of many people, once prominent in the community.

MOUNT CALVARY CEMETERY,
in Cape Elizabeth, is the consecrated ground of the Catholics.

FOREST CITY CEMETERY
was opened by the city in 1859.

ASSOCIATIONS, ETC.

THE MERCHANTS EXCHANGE AND BOARD OF
TRADE ROOMS

are at No. 24 Exchange street, and to these rooms strangers are always welcome.

PUBLIC LIBRARY.

This Association was incorporated in 1867, and has grown rapidly, having now in its possession about 15,000 bound volumes, and the best periodical literature of the day. The rooms are upon the first floor of the City Government Building, and are always open to strangers.

MERCANTILE LIBRARY ASSOCIATION.

Established in 1851. In the fire of '66, its library of 4,000 volumes was entirely destroyed, but its members have since collected about 5,000 volumes. Each winter since its foundation, the Association has given to the public a course of lectures, embracing many of the best lecturers in the country. The Association Rooms are on the corner of Congress and Temple streets.

There are several Musical Organizations: The Hayden Society, having 300 members; the Rosini Club, consisting entirely of ladies; the Musical Club, also composed of ladies; the Kreutzer Club; the Arion Club; and the Portland Band.

WESTBROOK SEMINARY.

This is a flourishing Universalist school, with handsome buildings and large grounds, and is situated directly upon the route of the horse cars.

PORTLAND SAFE DEPOSIT VAULT.

Erected in 1872. The vault is regarded as 'Fire and Burglar Proof,' and therefore must afford a degree of safety not usually looked for this side of paradise.

PORTLAND YACHT CLUB.

Organized in 1869. They have a pleasant club-room on Custom House wharf, and the members of the club are proprietors of several fast yachts.

CHARITABLE.

Among these are the Provident Associations, Samaritan Association, Widow's Wood Society, Female Charitable Society, Benevolent Society, Martha Washington Society, Irish American Relief Association, and St. Patrick's Benevolent Society.

ARMY AND NAVY UNION.

Established in 1866. Rooms, corner of Congress and Brown streets. This association has distributed large sums of money to the families of deceased soldiers and sailors, has a good military library, and gives, each winter, a course of entertainments similar to those given under the auspices of the Mercantile Library Association.

GRAND ARMY OF THE REPUBLIC.

Bosworth Post No. 2, has its head-quarters in Mechanics Hall, corner of Congress and Casco streets. The association is partly social, and partly charitable, and, during each winter, a great amount of good has been accomplished.

MECHANICS ASSOCIATION.

Incorporated in 1815. This association erected the granite building which is known as Mechanics Hall, and which is one of the landmarks of Portland. This building was completed in 1858, and is valued at \$90,000. The association has a library of 4,000 volumes.

MASONIC BODIES

are twelve in number, and all center at No. 95, Exchange street.

ODD FELLOWS.

There are eight organizations in the city, all having their head-quarters at 88 Exchange street

KNIGHTS OF PYTHIAS

have two lodges, both holding their meetings at No. 8 Clapp's Block.

Y. M. C. A.

The Reading Rooms, Lecture Room, Library, etc., are in Mechanics Hall.

Y. W. C. A.

This association—organized in 1869—has recently purchased the house No. 16 Spring street, as a 'Home' for those young women who enter the city to search for employment.

FEMALE ORPHAN ASYLUM.

Established by contributions in 1828. The asylum is on the corner of State and Danforth streets. It is controlled by a Board of Managers of fifteen ladies, and the average number of girls supported is about twenty-five.

PORTLAND FRATERNITY.

Rooms at 353½ Congress street. The association maintains a free evening school, library, reading-room, and amusement room.

HOME FOR AGED WOMEN.

The home was for some years situated on Elm street, but in 1871 a building was erected on Emery street, at a cost of \$25,000. This building is now occupied and is admirably suited to the purpose for which it was erected.

MANUFACTURES AND TRADE.

ROLLING MILLS.

For the manufacture of railroad iron. The buildings of the company are situated in Cape Elizabeth and are connected with the city by Vaughan's Bridge, and with the railroads of the city by a railroad bridge, so that cars run directly to the doors. The works are kept constantly running at their fullest capacity, and, during the past year (1872), about 200 men were employed, and 14,000 tons of rails were manufactured.

PORTLAND COMPANY.

For the manufacture of all kinds of steam engines, railroad work, and general machinery. The buildings are situated near the Eastern Promenade.

KEROSENE OIL COMPANY.

For the manufacture of kerosene, naphtha, and paraffine. The works are situated in Cape Elizabeth, and the buildings occupy an area of two acres.

FOREST CITY SUGAR REFINERY.

For the manufacture of all kinds of sugars. The Refinery is a large brick building on Commercial, near Emery street.

EAGLE SUGAR REFINERY.

For the manufacture of all grades of yellow and coffee sugars. Situated on Fore street near Mountfort street.

DRY DOCK COMPANY.

This company has two docks; the largest, 425 feet long, 100 feet wide, with a depth of water on the gate-sill of 23 feet, at high tide,—the largest draught of water pertaining to any dock in the United States. The smaller dock is 175 feet long, 180 feet wide, and has a depth of 12 feet of water at high tide.

GLASS WORKS.

Chartered in 1863. The buildings are on Canal street, near the foot of Emery street. The glass manufactured here is of excellent quality and is sent largely to other markets.

PORTLAND STAR MATCH COMPANY.

The factory is situated on Commercial street, and is one of the most thoroughly fire-proof

buildings in the country. The matches manufactured here have a large sale throughout New England, and are also shipped to the West Indies, South America, and the British Provinces.

PRESUMPCOT IRON COMPANY.

The works of the company are located at the mouth of the Presumpscot River, about two miles from the city, near the Grand Trunk Railroad. They have facilities for the accommodation of the largest vessels. The buildings are large and well furnished with machinery.

PORTLAND GAS LIGHT COMPANY.

Incorporated in 1859. The works are situated on Commercial, near the foot of Clark street.

Other organizations are, Ocean Insurance Company; Portland Lloyds; Portland Union Railway and Back Bay Land Company; Portland Real Estate and Building Company; Peak's Island Steamboat Company; Atwood Lead Company; Cahoon Manufacturing Company; Portland Stone Ware Company; Cement Drain Pipe Company; Portland Distillery, and C. P. Kimball Company.

RAILROADS AND STEAMBOATS.

THE GRAND TRUNK RAILWAY

connects Portland with the grain-growing regions of the West, and with the principal cities and towns of Canada. This road passes through Paris, a thriving town of Maine, through Bethel, famous for its mountains and its elms, and through Gorham, N. H. At Gorham, stages for the Glen House connect with the road. Its depot and buildings in Portland occupy a large space on the eastern water front of the city.

Near this depot are the wharves of the Allan line of ocean steamers. These steamers run weekly, during the winter, commencing on the middle of November.

PORTLAND AND OGDENSBURG RAILROAD.

This road is to form another connection between Portland and the West, through Ogdensburg, N. Y. It was finished to North Conway in 1872, and will soon be completed though the notch of the White Mountains. It passes through Fryeburg and North Conway, and when to these has been added the 'Notch,' it will make a succession of mountain views unequaled by any road, of the same length, in the country. At Standish it connects with steamers on Lake Sebago for Bridgton.

LAKE SEBAGO

is one of the most beautiful lakes in the State; its natural scenery far exceeds many of the watering places of the country, and it really pays the tourist to take a trip over its beautiful waters. Sebago, meaning in Indian a 'stretch of water,' is fourteen miles long by eleven broad, and is in some places four hundred feet deep. Upon the new and elegant side-wheel steamer 'Sebago,' we commence our journey up the lake. The steamer is 87 feet long by 24 feet wide, contains an elegant saloon, and a promenade deck 72 feet long, covered with a permanent awning, and seats nearly 300 persons. Steaming up the lake, at the rate of fourteen knots an hour, we pass, on our right, Indian Island, with an area of seventy-five acres; little One Tree Island, with its old tree surmounted with an eagle's nest; and, Frye's Island, with its thousand acres of dense forest. Still on, and we are now upon the broadest part of the lake. Flocks of white sea-gulls fly over our heads, while an occasional loon or a bevy of ducks start up in alarm at our approach, followed by the shots of sportsmen aboard. White-winged canal-boats are occasionally seen. Now and then a pickerel leaps out of the water, and laving in the clear depths are the larger cusk and the salmon-trout. To the north-east Rattlesnake Mountain is seen; and, in the same direction, near the lake, is the boyhood home of Nathaniel Haw-

thorne. We also pass on our right the fourteen Dingley Islands. The scenery on the west is wilder and more rugged. Saddleback Mountain, in Baldwin, is plainly visible, from which the eye roams north-east, beyond the 'Great Bay,' over the Sebago hills and farms and forests. Still further north is Peaked Mountain, beyond which the view extends northward to Mount Kearsarge, so blue and cold in the hazy distance, while the White Hills may be distinctly seen if the day is tolerably clear.

UP THE SONGO.

We have been just one hour crossing the Lake. We now pass over the 'bar,' and entering the mouth of the Songo, are making our tortuous way up what is aptly termed the crookedest of all rivers. Songo is likewise of Indian origin, signifying 'The Outlet.' It is but two and a half miles, 'as the crow flies,' to the head of the river, and yet we must sail six miles and make twenty-seven turns! The passage up the Songo is one of continued delight—novel, unique, and in some respects exciting. The calm waters mirror the low trees and shrubs, the wild flowers and plants, of its winding shores. Here and there a tall elm or group of elms towers above the bushes, casting its cool shade upon the stream; occasionally we come to an opening, with tillage lands, and quaint farm-houses in the distance; while at some places, where the shore

is abruptly high and free of turf, the bank swallows have made their homes, and dart to and fro in large numbers. Portions of the river are honored with expressive appellations, given them by canal boatmen, such as 'Sugar Loaf,' 'Buck's Folly,' 'Ox Bow,' and 'Horse Race.' After five miles sailing and turning we reach the picturesque 'Lock,' at the confluence of Songo and Crooked Rivers. The 'gates' at the end nearest us are open, and after rounding the high steep bank at our left, we literally sail into a huge box. The gates close behind us, the water is admitted gradually through the upper gates, the steamer slowly rises until on a level with the river above, the upper gates swing open, and after the firemen have 'wooded up,' we quietly sail out of the lock. We soon accomplish the remaining mile of the Songo, and enter upon the 'Bay of Naples.'

UP LONG LAKE.

Two miles across the Bay of Naples; up the short Chute's River, and we reach the draw-bridge, at the foot of Long Lake, in Naples village. Through the draw, a few minutes at the wharf, and we are steaming up the narrow and beautiful Long Lake. On,—past Long Point, Bear Point, Lovejoy's Island, Mast-Cove Landing, Pleasant Point, and Mt. Henry, and after a nine miles' sail we reach the Bridgton wharf. Here a coach and four are in waiting to carry such of the passengers as wish to go to

Bridgton Centre Village, one mile distant. This is one of the most important villages in the State. It has two excellent hotels, the Bridgton House, M. M. Davis, proprietor, and the Cumberland House, Geo. H. Cummings, proprietor; and with its ample facilities for riding, fishing, boating, mountain-going and picknicing, has become a very popular summer resort. A few miles sail brings us to the quiet, attractive village of North Bridgton, at the head of the lake. Stages connect daily with South Waterford, Waterford, and North Waterford. From North Bridgton the 'Sebago' crosses the head of the lake to Harrison village, the terminus of the steamer's route.

PORTLAND AND ROCHESTER RAILROAD.

At Rochester, N. H., this road connects with the Dover & Winnepisseogee Railroad, running to Alton Bay. In summer, passengers may leave Portland in the morning, reach Alton Bay, cross Lake Winnepisseogee to Center Harbor, and return to Portland in the evening.

MAINE CENTRAL RAILROAD

passes through Brunswick, Auburn, Lewiston, Augusta, Waterville, and Bangor, connecting at Bangor with the European & North American Railway to St. John.

BOSTON AND MAINE RAILROAD.

In 1872, this road was extended from the former junction at South Berwick, to Portland. It

passes directly by Old Orchard Beach, and through Saco, Biddeford, and important manufacturing towns in Massachusetts.

EASTERN RAILROAD

extends from Portland to Boston, and makes direct connections with the numerous watering places along the sea-shore.

PORTLAND, BANGOR, AND MACHIAS STEAM- BOAT COMPANY.

This is the 'inside line' to Rockland, Belfast, Mt. Desert, and Machias. The accommodations are excellent, and the route along the coast of Maine is delightful.

INTERNATIONAL STEAMSHIP COMPANY.

This line of steamers runs between Portland, Eastport, Calais, and St. John. The steamers are substantial and elegantly fitted.

NEW ENGLAND AND NOVA SCOTIA STEAMSHIP COMPANY.

This is a first-class line of steamers running between Portland and Halifax, carrying the mails and affording excellent accommodations for travelers.

PORTLAND STEAM PACKET COMPANY.

Daily line between Portland and Boston, consisting of three first-class passenger boats.

MAINE STEAMSHIP COMPANY.

Semi-weekly line to New York, stopping at

Martha's Vineyard during the summer months.

All these lines are thoroughly fitted with life-boats, and are first class in all their appointments.

NEWSPAPERS.

Portland Press, daily and weekly, Republican, 109 Exchange street; Eastern Argus, daily, tri-weekly, and weekly, Democratic, 113 Exchange street; Portland Advertiser, evening and weekly, Republican, 95 Federal street; Portland Transcript, weekly, 44 Exchange street; The Star, Sunday morning, 111 Exchange street; Christian Mirror, weekly, Congregational, 111 Exchange street; Zion's Advocate, weekly, Baptist, 111 Exchange street; The State, weekly, 95 Exchange street; The Enquirer, weekly, 129 Middle street; The North East, monthly, Episcopalian, 91 Middle street; Masonic Token, quarterly, No. 37 Plumb street; Maine Journal of Education, monthly magazine, 111 Exchange street.

A SUMMARY HISTORY OF PORTLAND,

BY WILLIAM WILLIS.

THE settlement of the town was commenced in 1632, by George Cleeves and Richard Tucker, two persons who came from Plymouth, England. They originally

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took possession of land at the mouth of Spurwink river in Cape Elizabeth, but being driven from this point, by the legal proprietors of the soil, they sought a new home on this neck. They made their location on the bay at the eastern end of the town, below what is now India street, on the south slope of Munjoy's Hill. There Cleeves built the first house that was erected on this territory, near a small brook which flowed from a natural fountain on the hill, and which continues to flow for the uses of the present generation, and to the emolument of the proprietor, who has enclosed the waters in an aqueduct and makes merchandise of them. Cleeves' corn-field extended to Clay Cove, and his barn stood in what is now the south-eastern corner of the cemetery. The Indian name of this spot was Machigonne, from *Matche*, bad, *gon*, clay. ,

Cleeves finding the spot he had selected most eligible and agreeable, returned to England in 1637, and procured for himself and Tucker, from Sir Ferdinando Gorges, the proprietor of that part of Maine which lies between the Kennebec and Piscataqua rivers, and the zealous promoter of colonization on our coast, a grant of the peninsula and the land north of Back Cove to the Falls of the Presumpscot, and the adjacent islands. He immediately set about improving his large domain. He placed his son-in-law, Michael Mitton, whom he brought over with him in 1637, upon the point of land at the western end of the town, now called Clark's Point, where the gas works stand. Tucker took the intermediate portion of the Neck; and they parcelled out the territory, and that north-west of Back Cove, to settlers who sought the place. Mitton also received a lease for sixty years of Peak's, then called Pond Island, which lies near the mouth of the harbor, and a portion of which is now held by the Bracketts, who are his descendants.



Rockwood, Photo. Eng.

POST OFFICE.

The settlement continued to be called the Neck, and Casco Neck, until its incorporation as Portland in 1786. In 1658, Massachusetts, claiming the territory and jurisdiction of this portion of Gorges' grant, by a forced construction of their charter, compelled the inhabitants, all unwillingly, to submit to her government, and then gave the name of Falmouth to the large tract of land lying between Spurwink River and Casco Bay, extending back to the line of Windham, and bounded by Scarborough, Gorham, Windham, and Cumberland, embracing an area of about 40,000 acres, and including the present towns of Portland, Cape Elizabeth, Westbrook, and Falmouth. The different localities retained for many years, and even to the present time, many of them, their ancient designations, such as Purpooduc and Spurwink in Cape Elizabeth; Stroudwater, Saccarappa, and Capisic in Westbrook; Casco, Old Casco, Back Cove, and the Neck; which were rendered convenient by the large space occupied by the original town.

Settlers of a most respectable character soon flocked into the town, attracted by the advantages offered for fishing, lumber, and trade. The Bracketts, Thomas and Anthony, came early from Greenland, N. H., and married the daughters of Michael Mitton, Anne and Mary, by whom they had large families, and inherited extensive estates, embracing the Deering farm at Back Cove, and a large tract at the upper end of the Neck. George Munjoy, from Boston, an educated man, who married the daughter of Deacon John Phillips, a wealthy merchant of Boston, also came as early as 1659, and with his father-in-law purchased of Cleeves the hill which now wears his name in perpetual remembrance. Thaddeus Clark, from Ireland, married Elizabeth, another daughter of Mitton, and granddaughter

of Cleeves, and established himself on the point which has ever since borne his name. His eldest daughter married Capt. Edward Tyng, a name distinguished in the annals of Massachusetts. George Burroughs, the minister, a graduate of Harvard College in the class of 1670, came to preach to the people and had a liberal endowment of land. At Cape Elizabeth, and Back Cove, there were other settlers in this early day, of equal respectability, Jordans, Phippens, Whites, Andrews, Skillings, etc., whose annals fall into another department of description. The settlement was flourishing and happy, and contained with its surroundings over forty families, five of whom were upon the Neck; when suddenly the dark cloud of Indian war overshadowed them, and in August, 1676, all the settlements in the town were ravaged, and the inhabitants who had not previously sought refuge in more secure places, were killed or carried into captivity, and the place was entirely destroyed. Among the killed were Thomas Brackett, his brother-in-law, Nath'l Mitton, John Munjoy, and Isaac Wakely; Anthony Brackett and his family, and the family of his brother Thomas, were taken captives.

The town remained desolate until the conclusion of peace in 1678, when the inhabitants began to return and build up the waste places. In that year, George Bramhall, of Portsmouth, purchased the farm at the western end of the town, including the hill which retains his name, and established at its foot a large tannery. The original deed of this tract to Hope Allen from Cleeves, written on parchment and dated 1660, is in the hands of the writer of this article. Anthony Brackett, who occupied the Deering farm returned in 1679. Thaddeus Clark and the Munjoy family also returned. Mrs. Munjoy, whose husband died in 1680, married the same year, Capt. Robert Lawrence. These entered into pos-

session of their respective estates. Capt. Tyng and Sylvanus Davis also came, and the Rev. Mr. Burroughs, for whom a meeting-house was erected on the point now occupied by the Portland Company's works. A fine accession was made to the town in 1687, by the arrival of Dr. Pierre Baudouin, a Huguenot physician from Rochelle, with his son-in-law, Stephen Boutineau, and their friends, Philip Barger, and Philip LeBretton. These respectable persons made purchases and erected houses near the foot of Park street, on the bank of the river; the other settlers, except the Bramhalls, Clark, and the Bracketts, settled near the foot of India street, which was then the principal seat of business and dwelling, on the Neck, and where Fort Loyal, the largest fortification on this coast was constructed.

Under these favorable circumstances, the town was making rapid progress; its population was remarkably intelligent and enterprising, and it is impossible to say what might not have been the result of such ability and energy, the Protestant French element in the Bowdoin family, mingling with the Anglo-Saxon, had not the disastrous Indian war of 1689 driven the largest part of the population away, and murdered and captured what remained. Lieut. Clark and thirteen of his company were killed by a party of French and Indians in ambush on Munjoy's Hill. Capt. Lawrence, who had a stone house on the hill, was also killed. Among the slain in the several engagements, were prominent men, as George Bramhall, Anthony Brackett, Andrew Alger, Jas. Freeze, Thomas Browne, and Mr. Palmer. On the 16th of May, 1690, Fort Loyal was taken, after a siege of five days, by 500 French and Indians, and Capt. Davis, commander of the Fort, with his surviving garrison, were carried captive to Quebec. Among the slain were John Parker, the ancestor of the late Chief Justice Parker of Massachusetts, and his son James.

Thus was this devoted town a second time entirely

destroyed; and no successful attempts were made to revive it until after the peace of Utrecht in 1713, when it was hoped the country would be freed from Indian depredations. A few of the old settlers then straggled back, some of the descendants of others, and disabled soldiers who had served on this frontier, remained here and were gradually joined by others. The chief of these new settlers was Major Samuel Moody, who had been an active partisan in the war, a son of Rev. Joshua Moody, and a graduate of Harvard in 1689, as was also his son Joshua, in the class of 1716. Capt. Larrabee, who had also been in the service, moved his family here in 1717, the same year in which Major Moody moved his. The Ingersolls, the Skillings, the Sawyers, Mountfort, Doughty, Collier, Mills, the Bracketts, the Barbours, Thomes, and the Gustins, all came along about the same time, and erected their humble habitations, some on the Neck, others at Back Cove, and Cape Elizabeth. In 1718 there were twenty families settled on the Neck in a compact and defensible manner, and the same year the General Court by their committee, run out the lines and bounded the town, and thereupon corporate powers were granted to it, embracing the whole of ancient Falmouth.

The rebuilding of the town commenced on the tract east of Clay Cove, principally at the foot of India street, then called Broad street, and below that, on the margin of the bay, where had stood the houses of Cleeves, Munjoy, Lawrence, etc. This continued to be the court end of the town until after the peace of 1783. It was on the corner of Middle and India streets that the meeting-house was erected, where the Rev. Jonathan Pierpont first preached, and where the first settled minister, Rev. Thomas Smith, commenced his ministry of over sixty-eight years in 1727. This was a humble, one-story building, without seats and without glass, and continued to be the only house of worship on the

Neck, until 1740, when the new wooden building, two stories high and full of windows, with a porch, but without a tower or steeple, was opened for worship in July, 1740; and was the meeting-house of the First Parish until removed in 1824 to make room for the present stone church of that society, dedicated in February, 1826; all the while receiving improvements, such as enlargement, tower, steeple, bell, paint, etc.

The remainder of the town at the time of its incorporation, 1718, above Clay Cove, was but little improved, a large part of it was covered by a forest, and along where Federal and Fore streets are, were swamps, which even down to the days of the Revolution were covered with alder and blueberry bushes, where there were not ponds. A brook flowed from a pond in the northern part of Hampshire street into Clay Cove, which was crossed by bridges on Fore and Middle streets, under which boats passed. On Fore street, which ran on the bank of the river up to Centre street, houses gradually were built, the Ingersolls and Proctor owning most of the land. The passages, being first but trails or foot paths through the woods, grew gradually into streets, as vehicles requiring them were introduced, and settlers occupied their grants, and they were named from their position, the Fore, the Middle, and the Back streets. Broad street was afterwards dignified by the name of King street, which in time came to be too aristocratic, and was named India, while Back, became *Queen*, and which by a like reversion of opinion, came to be *Congress* street.

The old meeting-house, after 1740, was used for a town-house and school-house until 1774, when it was removed to make way for a new court-house, which was erected on the spot. New settlers were now continually coming in of substantial character, who brought little capital, but good trades, industrious habits, and energy of character. The Joneses from Worcester

county; Longfellow, Moodys, Pearson, Titcomb, Dole, Lowell, Coffin, Ilsleys, Lunts, Noyeses, Moodys, from Essex county; Bangs, Cobbs, and Freeman, from Cape Cod; Waites from Charlestown; Waldos and Watts, Tyng and Codman from Boston; Preble and Bradburys from York; Pagan and Ross from the old country, both Scotchmen.

The sixty years from the settlement in 1715, to the time of the Revolution, was a period of steady growth; and an extensive and profitable business, for that day, was done here. Mast ships were built and loaded with the growth of our forests, owned and employed abroad; great quantities of lumber were manufactured and shipped, and the West India trade was successfully conducted. In September, 1756, three large ships and a *snow*, the then name for a brig, were loading here. In October, 1762, Capt. Ross had a ship of 700 tons come into the harbor for a cargo of deals, etc., beside which, were six other ships and snows here at the same time. On Nov. 1, 1766, six large ships were lying in the harbor. But the inhabitants owned no large vessels, none exceeding 150 tons, and these were sloops, schooners, and brigs. At the commencement of the Revolution, the amount of tonnage owned in Portland was 2,555, the principal owners being Enoch Ilsley, Capt. Pote, Waite, Mayo, Pagan, Titcomb, Sandford, Preble, and Oxnard.

The lumbering and fishing interests were absorbing; agriculture was so much neglected, that the staple articles of life were imported into the place, corn from North Carolina, potatoes, etc., from Massachusetts and other parts of New England.

The population of the Neck gradually increased; in 1753, it numbered 720 souls, while the whole town, including Cape Elizabeth, contained 2,712, and at that time there were 21 slaves in town, Parson Smith owning one. In 1759 there were upon the Neck, 136 dwell-

ing-houses, and four warehouses, occupied by families, containing in all, 960 inhabitants; these were increased in 1774 to 2,000, and the territory was occupied as far westward as Centre street, with a few scattering houses above; the upper portion of the Neck, and the margin of Back Cove were covered with woods, and portions of the central parts with alder swamps and small ponds.

And now came the third severe trial which this doomed town was destined to undergo. On the 18th of October, 1775, the fairest portion of the thriving village was laid in ashes by a British fleet, under the command of Henry Mowatt, consisting of five war vessels. The catastrophe may justly, I think, be attributed to a private pique of the commander, rather than to any public emergency. Mowatt had been seized while walking on Munjoy's Hill, with his surgeon and the Rev. Mr. Wiswall, the Episcopal minister, by Col. Thompson, from Brunswick, with a party of militia, and they were kept prisoners some hours, until upon the urgent entreaty of the principal inhabitants, they were released on their parole; the officers on board the vessel having threatened to fire upon the town unless they were immediately given up. This was in May; considerable disturbance took place during the summer between the whigs and tories, the latter of whom were numerous and influential, numbering among them Sheriff Tyng, Capt. Pote, the Oxnards, Pagan, the Wyers, Coulson, etc.; several others, without taking an active part, sympathized with them. The whigs were led off by the Freemans, Prebles, Waites, and others equally respectable, among whom was Theophilus Parsons, then a young lawyer here, and afterwards Chief Justice of Massachusetts. These were stimulated and sustained by hot spirits from the country, who poured into the village, and could hardly be restrained from doing violence. It is supposed that Mowatt's private grievances

and the exasperation of the tories here induced this commander to procure orders from his superior, Admiral Graves, on the Boston station, to destroy the town. At any rate, armed with authority, he returned on the 16th of October, and on the 18th laid the town in ashes. All the compact part of the town was destroyed, embracing 414 buildings, which included the new court-house, the Episcopal church, and custom-house; the whole loss was estimated by a committee, at about £55,000; only 100 dwelling-houses were left standing, many of which were much damaged. The meeting-house of the First Parish escaped destruction by the vigilance of its friends, although riddled by cannon balls, and stood a relic of the past until 1824. The only houses for worship at that time, on the Neck, were the meeting-house of the First Parish, in which officiated the venerable Smith and his colleague, Samuel Deane, both sons of Harvard, and which ministries extended from 1727 to 1814, the former over sixty-eight years, the latter fifty years; and the Episcopal church, in which officiated the Rev. John Wiswall.

Little was done toward restoring the town until the peace of 1783. The inhabitants, who remained among the ruins, suffered many privations, and those who had removed to the country had no means to rebuild their desolate habitations. But with the cheering advent of peace, a new era commenced in the place. Rapid accessions were made to the population from the old country and the more settled parts of New England; trade revived; the lumber and fishing and ship-building business took a lively start; and for the next twenty-five years, until the disastrous days of the embargo and non-intercourse, the town experienced an uninterrupted course of prosperity. In 1784, forty-one dwelling-houses, ten stores, and seven shops were built; the next year, thirty-three houses, and so on from year to year. The first brick building built in town, being the



Rockwood, Photo. Eng.

CUSTOM HOUSE.

house of Gen. Wadsworth, now standing on Congress street, west of Preble House, was begun in 1784.

In 1786, the Neck was incorporated as a separate town, by the name of Portland, a fancy selection of the inhabitants, the population then being about 2,000. In Boston the same year it was 14,640. In 1832 it received a city charter, and had a population of 13,000. The population increased in each decade as follows: in 1790, 2,240; 1800, 3,704, living in 460 dwelling-houses; 1810, 7,169; 1820, 8,581, embraced in 1,507 families; 1830, 12,601; 1840, 15,218; 1848, 19,013, living in 1,540 dwelling-houses; 1850, 20,878; 1860, 26,342; 1870, 31,418.

During the year 1860 the people of Portland shared in the general excitement of the presidential election, and the threatening aspect of the slavery question. When Mr. Lincoln was elected, and the insurrection had so far advanced in Charleston, S. C., as the attack on Fort Sumter, in April, 1861, Portland showed its patriotism and devotion to the national flag by its almost unanimous response to the President's call for volunteers.

The five military companies then organized under State authority, uniformed and under the usual discipline for street parade, voted to respond to the three months' call for 75,000 men. These companies were the Old Portland Light Infantry, Mechanic Blues, Rifle Corps, Light Guards, and Rifle Guards. It was arranged that volunteers might be substituted for any members who did not choose to enlist. One other company was raised in Portland, which, added to four coming from Lewiston, Auburn, and Norway, constituted a regiment of 771 men. They were ready April 27th, chose their officers, made Nathaniel J. Jackson Colonel, and were mustered into the United States service May 3, 1861.

This first regiment encamped in Westbrook, near the Marine Hospital. It was considered a Portland regiment, or nearly so, and it hoped to be the first to leave

the State for the defense of the national capital. Unfortunately, the measles broke out in the camp, and orders came from Gen. Scott not to march until the epidemic had ceased. The regiment eventually broke camp and marched through Portland June 1st. It performed guard duty in the city of Washington during its three months' service,—was not in the Bull Run rout, nor any battle, returned without the loss of a man, and was mustered out of service on the 3d of September succeeding.

But the rebellion was not put down in three months, and patriotic people in Portland were active in organizing other regiments, especially the 5th, 9th, 10th, (reformed largely from the 1st), the 12th, 13th, 17th, and especially the 25th, a three months' regiment, led by Col. Francis Fessenden.

Afterwards, as the war became more serious and alarming, Portland came forward with hosts of recruits for the 29th and 30th, and other regiments,—the cavalry, and the batteries, as appear by the Adjutant General's report, making in all about 5,000 men. Of these, 421 lost their lives in battle or from diseases consequent upon exposure; namely, one lieutenant-colonel, one surgeon in the army, one in the navy, three navy officers, twelve army captains, fourteen army lieutenants, thirty-two sergeants, thirty-three corporals, two musicians, three hundred and seven privates, and fifteen sailors. The bounty paid by Portland was \$428,970, and in the 'equalization' of the bounties by the State, the city was doomed to pay an interest tax on a much larger sum than this.

During the national struggle the aid rendered by Portland was prompt and generous. We have no means of stating the large sums of money contributed in aid of the sanitary and christian commissions, the unbounded offerings of clothing, provisions, and delicacies for the hospitals, the noble sacrifices of women

who gave their services as nurses, and left comfortable homes for the drudgery of waiting on the sick and dying,—but those patriotic services are well known and remembered.

The pension list shows the names of many residents who now receive aid for injuries sustained by them or their relatives during the war.

The common fling of cowardice and sloth at those who remained at home will not justly apply to Portland. Her citizens were prompt and ready for any emergency. The vigilant action in the Tacony affair was a most brilliant success, and its gallantry will redound to the honor of Portland and the nation.

The Tacony, a small rebel bark under command of Lieut. C. W. Reade, had made many depredations on this coast. Lieut. Reade, on June 24, 1863, captured a fishing schooner, transferred his effects, and burned the Tacony. In the disguise of a fishing craft he entered the harbor June 26th, and during the night succeeded in capturing the U. S. revenue cutter, Caleb Cushing, then lying at anchor. Early the next morning, when it was discovered that the cutter was missing, the news spread like wildfire. The collector of the port, Jedediah Jewett, in conjunction with the Mayor, Capt. Jacob McLellan, took immediate measures to send a force in pursuit. Thirty men were obtained from Fort Preble, and put on board the steamer Forest City, with such guns, ammunition, and officers as could be hastily procured. The New York steamer Chesapeake and another small steamer and tug-boat were secured. Experienced pilots, gunners, naval officers, and about 100 volunteers, with plenty of ammunition, were on board and started at 11 o'clock.

The cutter (a sailing vessel) was found somewhat becalmed near the Green Islands, and after a slight resistance, Lt. Reade set her on fire, and took to his boats to regain his fishing schooner. The fire soon communi-

cated with the magazine containing 400 pounds of powder, which exploded with a terrific concussion at two o'clock. Thousands viewing the scene from prominent points in the city, witnessed the closing career of the U. S. cutter, 'Caleb Cushing.' In the mean time, the rebels, twenty-three in number, were pursued, captured, and placed in confinement in Fort Preble. The brilliant termination of the expedition was honored by the ringing of bells, the firing of cannon, and the jubilant demonstrations of the people.

The Secretary of the Treasury wrote a letter to Collector Jewett, awarding high praise to him and his associate for their prompt action and success.

The capture of these pirates, as they were called, fitted out from the crew of the Florida to destroy our shipping, was a timely gratification to the government, as well as to the loyal people generally, in that dark hour of the nation's struggle, when the rebels were marching victoriously through Pennsylvania.

The first thought was to execute Reade and his associates for piracy; but he showed a commission from the confederate government, so they were treated as prisoners of war, and exchanged in due time.

The effect of the war on the mercantile business of the place, on the whole, may not be considered disastrous. Doubtless there were individual instances of suffering and loss, and the national debt was enormously increased; but the local business was prosperous. Large sums of money came in from the soldiers, and for supplies of various kinds,—from ship-building, charter of vessels, horses, wagons, clothing, and from many articles which gave employment and profit to the producers.

The commercial interest is now increasing rapidly, although it received a severe shock during the war, by a transfer of our shipping to the British flag. The

amount of tonnage hailing from this port is nearly 100,000 tons.

The imports for the year 1872, amounted to \$23,000,000, the exports, \$22,000,000, an increase over 1871 of \$4,000,000 each.

On the conclusion of the peace of 1783, there were but two religious societies in Portland, the First Parish and the Episcopal society; the latter had become almost extinct by the withdrawal of so many of its members as loyalists. In 1787, the 2d Congregational Society was established. This was followed by a society of Quakers, who erected a brick meeting-house in 1795; a Methodist society was organized the same year; a Baptist society in 1801; a Freewill Baptist in 1810; a Universalist in 1821; a Swedenborgian in 1821; a Roman Catholic in 1822. A Catholic Bishop, Dr. Bacon, the first appointed to the Diocese of Maine, was consecrated in 1855. The 3d Congregational Church was established in 1825; High Street Church, in 1830; Park Street, in 1835; State Street, in 1852; Union (now Plymouth) church, in 1856; St. Lawrence Street, in 1857. In 1803 the Episcopalians erected the first brick church, St. Paul's, on School, now Pearl street (they subsequently adopted the name of St. Stephen's), and in 1855, another society, formed two years previously, under the name of St. Luke, built the stone church on Congress, near State street. By the fire of 1866, St. Stephen's church was destroyed, and this society purchased, later, the stone church on Congress street, while the society of St. Luke's Church erected a stone cathedral on State street. There is also, on Congress street, near India street, a quaint little stone church erected by a society recently formed under the name of St. Paul.

There are now six National banks and two Savings banks:

First National, Middle street, corner of Plumb street; capital \$800,000.

Casco National, Middle street; capital, \$800,000.

Canal National, Middle street; capital, \$600,000.

Merchants National, 36 Exchange street; capital, \$300,000.

National Traders, 34 Exchange street; capital, \$250,000.

Cumberland National, 66 Exchange street; capital, \$250,000.

Portland Savings Bank, 91 Exchange street; deposits \$4,250,000.

Maine Savings Bank, 100 Middle street; deposits, \$3,730,000.

Portland is proud of the fine buildings that have been erected for its banking institutions. The Casco National Bank have a large block on Middle street, of the beautiful Hallowell granite, and the First National, Canal National, and Merchants National, fine blocks of freestone. The Portland Savings Bank have a fine block on Exchange street.

The literary and benevolent institutions of the place have kept pace with the progress of the town and of the age. The whole number of public schools is nineteen, of which seven are High and Grammar Schools, and the balance Primary. The number of teachers employed is 100; and of pupils in attendance, 4,500; and the amount appropriated by the city for 1873, was \$69,500. Besides these public schools are several private ones, in which classical and other studies are pursued, the most prominent of which are Portland Business College, L. A. Gray, Principal, 11 Clapp's Block, and St. Augustine School, Rev. D. F. Smith, Rector, 45 Danforth street.

FROM 'AN ACCOUNT OF THE

GREAT FIRE IN PORTLAND,

JULY 4TH AND 5TH, 1866.

BY JOHN NEAL.'

ABOUT five o'clock, on the afternoon of our great National Sabbath, while our streets were crowded with strangers from all parts of the country, and what seemed to be the larger part of our whole population was about, enjoying the delicious weather and waiting for the fire-works—the balloon-bubble having burst, like a forerunner of the great catastrophe at hand—the tinkle of a distant fire-bell was heard, and soon after, the rattling of engines on their way toward Commercial street.

No alarm was felt; we had been so greatly favored, that we had grown boastful and presumptuous. Our largest fires had always been so well managed, our fire companies were so zealous and faithful, and our losses for a long time had been so trifling, that although insurance rates were unreasonably low, in comparison

with rates elsewhere, very few of our people had more than a third or half insurance, while others by hundreds, had no insurance at all, and some few of our large property-holders had been long in the habit of insuring themselves, or of insuring in home offices with small capital, upon the ground that all such business had better be kept at home—forgetting that, if the principle was sound, next-door neighbors might as well insure each other, and the system of mutual indorsement be applied, in the shape of mutual guaranties against fire.

For the first half hour, indeed, so little concern was felt, that very few among the thirty odd thousand inhabitants of our prosperous and beautiful city—one of the most beautiful and prosperous on the face of the earth—took the trouble of ascertaining for themselves what the danger was, or which way the wind blew. All sorts of stories were abroad. The fire was located in half a dozen places, and more than once the cry of 'All out!' was heard, and the alarm bells were stopped for a season, only to be set a-going again, with more vehemence than ever, after a short interval.

After a while, however, a gentleman riding through State street, where the people were congregated by parishes, stopped long enough to say, that while over on Cape Elizabeth, he had seen enough to satisfy him, that the fire, which had originated in a boat builder's shop on Commercial street, near the foot of High street, would certainly take the great sugar house establishment of Brown & Sons, that he had lost no time in communicating with one of the parties, and that the buildings were already on fire, in several places.

But, inasmuch, as they had been constructed with great care, by a man of remarkable sagacity, prudence, and foresight, and were well-nigh, if not altogether fire-proof, and though covering a vast area, were completely walled in from the whole neighborhood, it was taken

for granted that just there, if nowhere else, the fire would be stopped, or go out of itself; so that for a long while, there was nothing of consternation or hurry to be seen, and very little anxiety or alarm felt, beyond the immediate neighborhood.

But by and by the wind sprang up; a great roaring was heard afar off, and coming nearer and nearer—the door-steps and house-tops began to be crowded with breathless listeners—all conversation was carried on in a low voice, and consisted of little more than brief hurried questions and answers; the heavens gathered blackness, and a hurricane of fire swept over the city, carrying cinders and blazing fragments of wood far into the country, and actually firing houses on North street, more than a mile away, and soon after, in Falmouth, five miles distant.

By this time, people began to think of Him, who ‘maketh his ministers a flame of fire.’ Hands and hearts were lifted in supplication—the wings of the destroying Angel seemed overshadowing the city—God’s judgments were abroad, and voices, almost unearthly in their earnestness, were heard coming up out of the darkness below.

Then came the crash of walls—the screams of women and children, fleeing for their lives, or huddled together at the corners, among their broken furniture and household goods—the blast of trumpets—the blowing up of buildings—heavy explosions—the fall of spires and churches, and huge warehouses, like the tumbling battlements of a beleaguered city, carried by storm.

On swept the whirlwind of fire, spreading out like a fan as it went, directly through the wealthiest and busiest part of our city; and with such inconceivable swiftness, that people knew not whither to fly for safety, and household furniture and costly merchandise had to be moved again and again, only to be burned up at last; and fire-proof warehouses, with iron shutters

and slated roofs, crumbled and fell in heaps before the terrific heat. Masses of iron melted—even a mortar used for a sign to an apothecary's shop, on being struck by the fiery blast, fell upon the pavement, like melted lead. Kegs of nails were fused into solid masses, and glass and crockery into jewels, that seem to be greatly prized by the curious, as relics.

Most of the streets hereinafter enumerated were all on fire at once; and though the fire companies belonging to the city, as well as others from Bath, Lewiston, Saco, Biddeford, Augusta, Gardiner, and Boston, labored on, hour after hour, without quailing or flinching, in the midst of danger as great as that of the battlefield—with falling chimneys and tumbling walls, and showers of broken slate, and clouds of smoke, and blazing cinders all about them, and a suffocating, scorching atmosphere that few could breathe in safety, they only succeeded in staying the conflagration along the outskirts; leaving the main current to exhaust itself, at a distance of more than a mile from the place where it originated—sweeping away most of our public buildings, no less than eight churches, all our banks and insurance offices, and law offices—all our printing establishments, all our dry goods and shoe dealers and jewelers, and business blocks, both wholesale and retail, along the streets mentioned; eight hotels, three large school-houses, and over one hundred—more than half—of all our manufacturing establishments—and stopping only in one direction for lack of material; in another at a sand-bank, and in another at the old grave-yard, where lies accumulated the dust of a larger population by far, than our city now numbers among the living; and where an eye-witness asserts that he saw a great multitude rushing hither and thither, like so many distracted creatures, in the midst of rolling clouds and flashing fires, as if the sheeted sleepers had been scared to life.

No experience we have had was fitted to prepare us for the terrible catastrophe. Our fire department was admirable, and supposed to be efficient—with two or three exceptions perhaps—for every possible contingency, and the behavior of our fire companies, worthy of the highest praise from first to last; many of them leaving all they had on earth to be destroyed, or pillaged, while they occupied the fore front of the battle-ground—acquitting themselves like men, together with the brave, generous fellows from out of town. But from the first, or within two hours, at furthest, it was seen that steamers and fire companies, however efficient, on all ordinary occasions, were entirely powerless, within the immediate range of the Destroyer. Water was of no use; it was instantly converted into flame, flashing up like gunpowder, when it struck the glowing mass, and so fierce and terrible was the onset, that many barely escaped with their lives, while yet the danger was believed to be far off.

After raging for fifteen hours, in the direction it took from the first, diagonally across the most crowded and the busiest portion of our city, and along the outskirts, where it was occasionally checked, and turned into new channels, the conflagration stopped. The wind had providentially shifted, and there was nothing more to feed it, in the course it now took, till it reached a sand-cliff, thirty feet high, which proved an effectual barrier, in that direction.

But in these few hours, it had destroyed fifteen hundred buildings, laid in ashes fifty-eight streets and courts, eight miles of thoroughfare closely built, thrown ten thousand of the inhabitants houseless and homeless upon the charity of others, and consumed upon a moderate calculation, it was believed, at least ten millions of property. Mr. Willis, our indefatigable annalist, in his exceedingly careful account of the fire, published by the Transcript, estimates the area burnt over at two

hundred acres—being about three-quarters of a mile in length, by one-third of a mile in average width. But according to the representations of Messrs. P. Barnes, Jacob McLellan, our late Mayor, and Samuel E. Spring, a committee chosen for the purpose of preparing an appeal to the public, the area burnt over was three hundred and twenty acres. By another computation, with a map of the city before me, it would appear to be less than half the last mentioned amount—or only about one hundred and thirty acres; but enough, with all this large abatement, to render it one of the largest fires of which we have any reliable accounts in the history of civilization.

LORING, SHORT & HARMON,

Under FALMOUTH HOTEL,

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LITERATURE,**

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Visitors are always welcome, and will find comfortable seats and polite attention.

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All the LATEST NOVELTIES from the celebrated Stationers and Engravers,

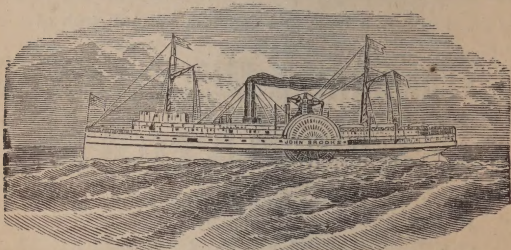
Mess. JOHN A. LOWELL & CO.

LORING, SHORT & HARMON.

PORTLAND STEAM PACKET CO.

Daily Line of First Class Steamers between

PORTLAND & BOSTON.



THE SPLENDID SEA-GOING STEAMERS

JOHN BROOKS,	MONTREAL,	FOREST CITY,
1100 Tons.	1100 Tons.	1000 Tons.

Form a regular line, leaving Portland and Boston every evening (Sundays excepted) throughout the year.

TIME OF SAILING:

LEAVE PORTLAND	{ In Summer at 8 o'clock P. M.
	{ In Winter at 7 " "
LEAVE BOSTON	{ In Summer at 7 o'clock P. M.
	{ In Winter at 5 " "

These steamers are fitted up in the very best manner, and have all the modern improvements for the comfort and safety of passengers. The cabins and state-rooms are unusually large and well ventilated. The hour of arriving in the morning is in season to connect with all railroads and steamboats.

Passengers by this line secure a comfortable night's rest, and avoid the expense and inconvenience of arriving late at night.

This old and well-established route has been in existence some thirty years, and during that time has never caused loss of life to a passenger.

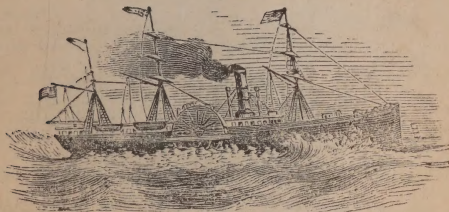
State-rooms can be secured in advance, or by application to the Agents offices. Freight taken at very low rates.

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New England

—AND—

NOVA SCOTIA STEAMSHIP COMPANY.



MAIL LINE TO

**HALIFAX, N. S.,
PRINCE EDWARD ISLAND,
ISLAND CAPE BRETON.**

The New and Splendid side-wheel Steamship **FALMOUTH**, W. A. Colby, Commander, will leave **PORTLAND** every Tuesday at 5.30 P. M., or on arrival of trains leaving Boston at 12.30, for Halifax direct.

Returning, will leave Dominion Wharf, **HALIFAX**, for Portland, every Thursday at 8.30 P. M.

Passengers from Boston are landed directly at the Steamer's wharf on arrival at Portland, and also at the Railroad depot on return from Halifax, without expense of transfer.

During the winter the favorite screw steamships **CARLOTTA** and **CHASE** form a semi-weekly line, making this the most direct and convenient means of communication between the United States and provinces of Nova Scotia and Cape Breton.

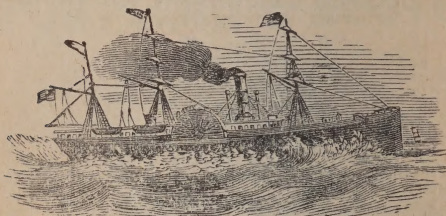
BAGGAGE CHECKED THROUGH FROM BOSTON.

State Rooms can be secured in advance, by mail or by application at the Agent's offices.

• **GEO. P. BLACK, Agent,**
Dominion Wharf, Halifax.

J. B. COYLE, General Agent,
PORTLAND, MAINE.

MAINE STEAMSHIP COMPANY'S
Portland and New York Line
NEW ARRANGEMENT.



Semi-Weekly Line.

THE FINE STEAMERS

Dirigo, Franconia, & Chesapeake

Will, until further notice, run as follows:

Leave *GALT'S WHARF, PORTLAND*, every *MONDAY* and *THURSDAY AFTERNOON*, and leave *Pier 38, E. R., NEW YORK*, every *MONDAY* and *THURSDAY AFTERNOON*.

During the summer months, Steamers touch at Martha's Vineyard.

These vessels are fitted up with fine accommodations for passengers, making this the most convenient and comfortable route for travelers between New York and Maine.

PASSAGE IN STATE ROOM, \$5.00. CABIN PASSAGE, \$4.00.

Meals Extra.

Goods forwarded to and from Montreal, Quebec, Halifax, St. John, and all parts of Maine. Shippers are requested to send their freight to the Steamers as early as 4 P. M. on the days they leave Portland. For freight or passage apply to

HENRY FOX, Galt's Wharf, Portland.

J. F. AMES, Pier 38 E. R., New York.

LAKES, BEACHES & MOUNTAINS.

BOSTON AND MAINE RAILROAD.

The Old, Safe, and Reliable Line is now completed from

PORTLAND TO BOSTON,

passing through the most beautiful part of Maine, New Hampshire, and Massachusetts.

Trains leave Portland for Boston.....6.15 A. M.

“ “ “ “ “ 9.15 “

“ “ “ “ “ 3.30 P. M.

“ “ “ “ “ 6 15 “

“ “ “ “ Old Orchard Beach, Saco,
and Biddeford.....8.50 A. M.

Trains leave Portland for Old Orchard Beach, Saco,
Biddeford, and Kennebunk.....8.30 P. M.

Trains leave Boston for Portland.....8.30 A. M.

“ “ “ “ “ 12.30 P. M.

“ “ “ “ “ 3.30 “

“ “ “ “ “ 6.00 “

“ “ Biddeford for “ 2.40 “

“ “ Kennebunk for Portland.....7.30 A. M.

The 6.15 A. M. and 3.30 P. M. trains from Portland, and the 8.30 A. M., 12.30 and 3.30 P. M. trains from Boston connect at Dover with trains for **Lake Winnipiseogee**, **ALTON BAY**, **WOLFBORO'**, and **CENTRE HARBOR**; at Rollingsford for Great Falls, stopping at **WELLS BEACH**, **Kennebunk Village**, and **Pool**, through the center of Saco and Biddeford. Also, directly to Camp Comfort, **Old Orchard and Scarborough Beaches**. This road connects at Portland with the Portland & Ogdensburg R. R. for all stations between Portland and North Conway, **White Mountains**. Also, with Steamer across **SEBAGO LAKE**, and with the **GRAND TRUNK RAILWAY** TO and FROM all stations between Portland, **GORHAM**, **N. H.**, **ISLAND POND**, **QUEBEC**, and **MONTREAL**. Also, with the **MAINE CENTRAL RAILROAD** TO and FROM all stations including **BANGOR**, **SKOWHEGAN**, **FARMINGTON**, **ST. JOHN**, **HALIFAX**, and **ALL POINTS EAST of PORTLAND**.

12.30 P. M. Way Train arrives in Portland in season to make all connections East. Also, with Steamers of International Steamship Co., for St. John, and New England and Nova Scotia Steamship Co., for Halifax.

3.30 P. M. (Way) and **6.15 P. M.** (Steamboat Express) connect with the Boats for Bangor. and all Landings on Penobscot River. Also, for South West Harbor and Bar Harbor, on Mt. Desert Island, and Machias.

All Trains from Portland make direct connection at Boston with all the Railroad and Steamboat Lines running North, South, and West, for Springfield, New York, Philadelphia, Washington, and the Far West.

JAS. T. FURBER,
Gen. Supt., Boston.

PAYSON TUCKER,
Gen. Agent, Portland.

PORTLAND & OGDENSBURG RAILROAD.

WESTBROOK,	NAPLES,	via Sebago Lake Strs.		
SO. WINDHAM,	BRIDGTON,		"	"
SEBAGO LAKE,	HARRISON,		"	"
STEEP FALLS,	WATERFORD,		"	"
BALDWIN,	DENMARK,	via Stage from Brownfield.		
HIRAM,	LOVELL,		"	" Fryeburg,
BROWNFIELD,	CORNISH,		"	" Baldwin.
FRYEBURG,	PORTER,		"	" "
CONWAY, N. H.	KEZAR FALLS,		"	" "
BARTLETT, "	FREEDOM, N. H.,		"	" "

—AND—

White Mountains.

Trains leave Portland daily (Sundays excepted), at 7.10 A. M., 12.20 P. M., 5.30 P. M., making connection with Steamers and Stages for Naples, Bridgton, Lovell, Denmark, Freedom, &c., by the 12.20 P. M.

Trains arrive in Portland at 9.22 A. M., 3.37 and 8.00 P. M., making connections with Boston & Maine R. R., and Steamers for Boston and the South and West.

This route is unsurpassed for beauty and variety of scenery, and is acknowledged the most interesting of all the approaches to the Mountain Region. Parties can make the trip to Bridgton via Sebago Lake, Songto River, and Long Pond, or to North Conway, and return to Portland same day.

Excursion tickets for sale at reduced rates.

Station and ticket office in Portland at the Boston & Maine R. R. Station.

SAMUEL J. ANDERSON, President.

CHAS. H. FOYE, Gen. Ticket Agt. JONAS HAMILTON, Supt.

OFFICE—Corner Middle and Union Sts., Portland.

PORTLAND & ROCHESTER RAILROAD.

PORTLAND TO BOSTON

—VIA—

Alfred, Springvale, and Rochester,

Connecting at Rochester with Boston & Maine Railroad for Farmington, Alton Bay, Dover, Newmarket, Exeter, Haverhill, Lawrence, Lowell, and Boston. With Eastern Railroad for North Conway, Ossipee, Great Falls, Portsmouth, Salem, Lynn, and Boston.

PASSENGER STATION, FOOT OF MYRTLE STREET,

(The most Central Station in the City.)

The route (50 miles in length) entirely free from dust, passes through the older farming and business towns of southern Maine and New Hampshire, the lumber district at Saco River, South Waterboro', and the many smaller manufacturing towns along the line. Passengers to Boston have choice at Rochester of routes, either over Boston & Maine Railroad, or by Eastern Railroad,—Shore Route,—and by either, directly connecting with all important points. For time table see daily papers.

TOURISTS may leave Portland in the morning by this route, for the far-famed LAKE WINNEPESAUKEE. Steamer Mt. Washington, from Alton Bay, on the lake, to Wolfboro', Centre Harbor, and Weirs (on the B. C. & M. R. R.) and return.

Passengers to the Mountains and Canadas by this route enjoy all the matchless scenery of this far-famed Lake, unequalled in quiet loveliness by any in the world.

Freight trains leave daily for Boston and intermediate stations.

WM. H. TURNER, Supt.

Inside Line Between
PORTLAND, BANGOR,
Mt. Desert, and Machias.

SUMMER ARRANGEMENT.

The Favorite Steamer

LEWISTON,

CAPT. DEERING,
 will leave

Railroad Wharf, Portland,

—EVERY—

**TUESDAY and FRIDAY
 EVENINGS,**

At 10 o'clock,

Or on arrival of Express
 Trains from Boston, for

*Rockland, Castine, Deer
 Isle, Sedgwick, So. West
 Harbor, (Mt. Desert),
 Millbridge, Jonesport,
 and Machiasport.*

RETURNING.—Will leave
 Machiasport every Monday
 and Thursday mornings, at
 4.30 o'clock, touching at the
 above-named landings, arriv-
 ing in Portland about mid-
 night, in ample time for pas-
 sengers to take the Pullman
 Night Train or the early morn-
 ing trains arriving in Boston
 at 10.45.

The Lewiston will touch at Bar
 Harbor (Mt. Desert), each trip from
 June 20th to Sept. 18th, in addition
 to her usual landing at S. W. Har-
 bor.

The New and Fast Steamer

CITY OF RICHMOND

CAPT. KILBY,

WILL LEAVE

Railroad Wharf, Portland

—every—

Monday, Wednesday and Friday

EVENINGS,

AT 10 O'CLOCK,

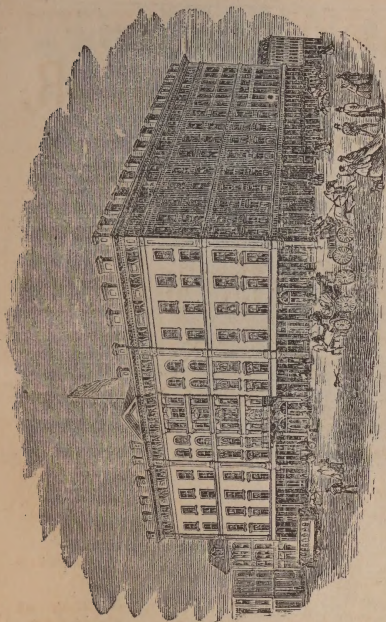
Or on arrival of Express Trains
 from Boston, for

BANGOR, touching at
*Rockland, Camden,
 Lincolnville, Belfast,
 Searsport, Sandy Point,
 Bucksport, Winterport,
 and Hampden.*

RETURNING.—Will leave
 Bangor every Monday, Wed-
 nesday, and Friday mornings
 at 6 o'clock, touching at the
 above-named landings, arriv-
 ing in Portland in time to con-
 nect with 6.15 o'clock P. M.
 Express trains for Boston over
 both Railroads.

For further particulars inquire of ROSS & STURDIVANT, 179
 Commercial Street, Portland, or

CYRUS STURDIVANT, Gen'l Agent.



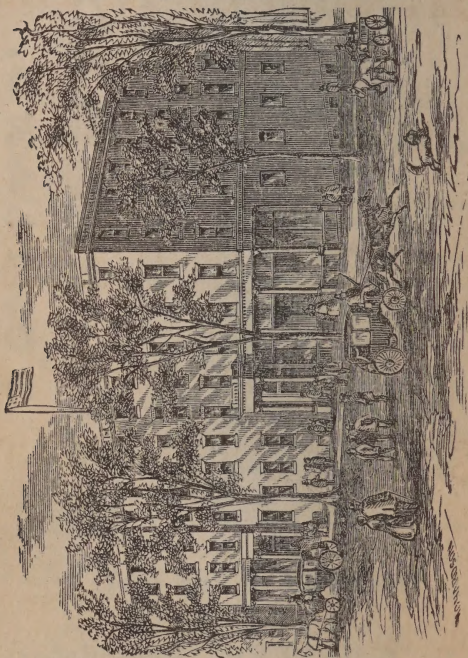
Falmouth Hotel. PORTLAND.

TERMS \$3.50 PER DAY.

P. E. WHEELER, Proprietor.

The Falmouth is to Portland what the Revere and Tremont Houses are to Boston.

Preble House, PORTLAND, ME.



The undersigned respectfully inform their numerous friends and patrons in the United States and Canada, that, by the recent enlargement and improvements effected in this establishment, they are now prepared to accommodate over 250 guests. The Preble House has two beautiful fronts, as shown by the engraving. It is unrivalled in its pleasant location, convenience to the Post Office, Banks, Public Buildings, Horse Car Depot, &c. The house has been thoroughly refitted and furnished with every regard to comfort and luxury; has hot and cold baths and closets on each floor. The aim has been to make this the most unexceptionable first-class hotel in Portland.

Carriages, with attentive drivers, can be had at all times by applying at the office; coaches will always be found at the Railway Depots and Steamboat Landings on the arrival of the several trains and Steamers

M. S. GIBSON & CO., Proprietors.

ST. JULIAN HOTEL,

COR. MIDDLE & PLUM STS.,

PORTLAND.

—KEPT ON—

European & American Plan.

ROOMS EN SUIT,

Single & Private Parlors.

ENTRANCE TO

RESTAURANT on MIDDLE & PLUM STS.

G. E. WARD,

Proprietor.

Passamaquoddy House, EASTPORT, ME.

Overlooks Passamaquoddy Bay, and the British Islands, Campobello, Indian and Deer on the New Brunswick coast.

House and all its furnishings new and neat.

Location one of the most healthy on the Eastern shores.

Best of opportunities for

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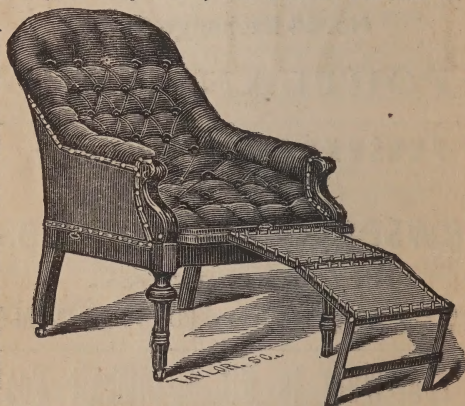
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